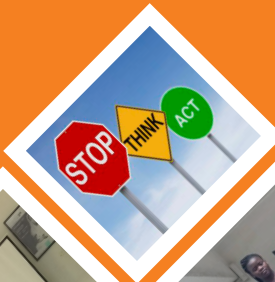




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VISION

A peaceful Tanzania society which respects human rights from a gender perspective.

MISSION

To advocate for women and children's rights for cultural, policy and legal changes/ transformations in the society through the use of media.

Marekebisho Sheria ya Usalama Barabarani ni Muhimu

Serikali inayoamini katika mabadiliko chanya, lazima ipendwe na wananchi wake. Jambo ambalo, wananchi wanalipigia kelele kila mara kuwa lina madhara ndani na inatakiwa ifanyiwe marekebisho kisheria, tambua kuwa wamechoka na jambo hilo, ndiyo maana wanalipigia kelele. Sheria za usalama barabarani ya mwaka 1973, inapigiwa kelele na wadau wengi wa maendeleo husasani wale wanaosimamia usalama barabarani. Kilio kilikuwa kikubwa dhidi ya sheria hii ambayo wadau hao, wanaona ina mapungufu mengi ya kiutendaji.

Kwa mujibu wa Hotuba ya Waziri wa Mambo ya Ndani ya Nchi, Mheshimiwa Kangi Lugola (MB), akiwasilisha Bungeni Makadirio ya Mapato na Matumizi ya fedha kwa mwaka 2019/20, namnukuu". Mheshimiwa Spika, katika mwaka 2019/20 Jeshi litaendelea kusimamia Sheria na Kanuni za Usalama Barabarani kwa kushirikiana na wadau mbalimbali. Aidha, utaratibu wa kupata ridhaa ya Serikali kuhusu mapendekezo ya marekebisho ya Sheria ya Usalama Barabarani Sura ya 168 unaendelea. Muswada wa Sheria hiyo utawasilishwa Bungeni katika mwaka 2019/20. Mwisho wa kumnukuu.

Kama wadau wa kusimamia, kufuatilia sheria na kanuni za usalama barabarani, tunawapa heko Serikali pamoja na Wizara ya Mambo ya Ndani kukubali kuifanyia marekebisho sheria hii. Maeneo ambayo wadau wa usalama barabarani wanataka yafanyiwe marekebisho yapo ya aina mbili. Maeneo hayo ni moja, maeneo ya kipaumbele kulingana na Shirika la Afya Ulimwenguni (WHO) na pili, maeneo mengine ya jumla ndani ya sheria.

Katika maeneo ya kipaumbele kwenye mabadiliko ya sheria ya usalama barabarani, yapo matano (5). Maeneo hayo ndiyo kipaumbele cha dunia kupitia Shirika la Afya Ulimwenguni (WHO) na Umoja wa Mataifa kwa ujumla. Shirika la Afya limejikita katika kuhakikisha kuwa sheria za barabarani za nchi zinazokumbwa sana na ajali zinazingatia sana vihatarishi hivyo vikuu vitano. Na hii ni kutokana na taftiti mbalimbali zilizofanywa na kuonyesha kuwa maeneo hayo yakitiliwa mkazo siyo tu yanaweza kupunguza ajali bali pia kupunguza madhara



yanayotokea baada ya ajali. Katika vipaumbele hivyo, suala la kwanza ni udhibiti wa mwendokasi. Katika mabadiliko yatakayofanywa, iainishe kabisa maeneo maalumu ya spidi ya kilomita 50 kwa saa isiishie tu kusema ni maeneo ya makazi. Kwa sasa sheria katika kifungu cha 51(8) cha RTA haifafanui yapi haya ndiyo maeneo ya makazi, matokeo yake ni kuwa na tafsiri zinazotegemea utashi tu na hivyo kusababisha migogoro kati ya madereva na askari. Kwa kuwa makazi ya watu yamekuwa yakifuata barabara ipo haja ya kurekebisha sheria eneo hili ili ieleweke kabisa makazi yanaanzia nyumba ngapi au neno hilo linamaanisha nini hasa. Maeneo maalum yanayolengwa katika udhibiti zaidi wa spidi ni kama maeneo ya nyumba za ibada, shule, masoko na kadhalika. Na pia kwa magari ya yenye uzito wa chini ya Kilogram 3500 au tani 3.5 yanadhibitiwa kwenye ukomo wa mwendo wa kilomita 30 kwa saa na kilomita 50 kwa saa tu ila huko kwingine hayana ukomo, basi angalau sheria iwape nao ukomo.

Pili ni suala la ulevi. Kiwango cha ulevi kilichoainishwa na sheria kwa sasa katika kifungu cha 49 cha RTA, kinatakiwa kipungue kutoka 0.8g/dl(80mg) kwa kila 100ml (05g/dl) za damu ambacho ni kiwango cha kimataifa kwa dereva mzoefu na 0.2g/dl kwa kila 100ml (0.5g/dl) za damu kwa dereva mpya yaani, yule ambaye ndiyo kwanza anaanza kumiliki leseni na bado hajahuisha leseni yake.



Tatu ni suala la uvaaji wa kofia ngumu. Kifungu 39(12) kinalazimisha dereva wa pikipiki kuvaa kofia ngumu yeye na kuhakikisha abiria wake pia amevaa. Kifungu hiki hakimpi wajibu wa moja kwa moja abiria wa bodaboda kuvaa kofia ngumu, matokeo yake ni baadhi ya abiria kupanda pikipiki zisizo na kofia ngumu au zilizo na kofia ngumu moja au kupewa kofia ngumu. Mapendekezo yetu ni kuwa kila mmoja awajibike kwa kuvaa kofia ngumu. Abiria asiyevaa kofia ngumu aadhibiwe yeye abiria badala ya dereva.



Kipaumbele cha nne ni uvaaji wa mkanda. Kinapatikana katika kifungu 39(11). Sheria imlazimisha kila mtu anayekalia siti ya gari lazima aweamefunga mkanda na kama hajafunga aadibiwe yeye asiyefunga. Kwa sasa, sheria inamlazimisha abiria aliyekaa siti ya mbele tu na dereva kufunga mkanda. Lakini tumeona kabisa kuwa ajali ikitokea wanaoathirika sio abiria wa mbele tu, abiria wote kwenye gari wanaathirika sawasawa, hivyo ni muhimu abiria wote wavae mkanda.

Na tano ni kuhusu vizuizi vya watoto. Sheria itamke ulazima wa mtoto kukalishwa kwenye kiti chake maalumu awapo kwenye gari binafsi. Msisitizo tunauweka kwenye magari haya sababu tunajua wazi haya magari yanakimbia mno na sheria haiyapi ukomo wa mwendo kwenye maeneo yasiyo na ukomo wa mwendo, tofauti na magari makubwa ya kuanzia tani 3.5 na kuendelea ambayo yana ukomo wa mwendo wa kilomita 80 kwa saa.



Mabadiliko haya ndiyo tunataka kwa umoja wetu yafanyiwe marekebisho kisheria ili kuendana

na wakati wa sasa. Hali kadhalika suala lingine nyeti ni matumizi ya simu kwa madereva wakiwa barabarani. Kunatakiwa pia ifanyiwe kazi katika marekebisho hayo ili kupunguza ajali. Sheria inatakiwa kupiga marufuku matumizi ya simu kwa madereva wanapoendesha gari. Kwa mujibu wa mwanasheria wa TAWLA Mary Richard anasema, asasi yake kwa kushirikiana na asasi nyingine wanapigania kuwepo kwa sheria mpya ya usalama barabarani ambayo itapiga marufuku madereva kutumia simu wanapoendesha magari. Madereva hao wanapoendesha huku wakisikiliza simu, wapo hatarini kusababisha ajali. Idadi ya ajali zinazohusisha watumiaji wa simu ni nyingi na zinaweza kupungua pale sheria ya usalama barabarani itakataza matumizi ya simu kwa madereva wanapoendesha magari. Naye mwanaharakati wa usalama barabarani Augustus Fungo akinukuliwa kwenye mitandao alifafanua juu ya kasoro katika sheria ya usalama barabarani sura ya 168. Anasema sheria hiyo ya usalama barabarani wala kanuni zake haina kipengele chochote kinachopiga marufuku matumizi ya simu au kuweka hedifoni masikioni dereva anapoendesha gari au hata dereva kuangalia video ndani ya gari. Sababu ni kwamba, hii sheria ya usalama barabarani ni ya mwaka 1973. Licha ya kufanyiwa marekebisho ya mara kwa mara, marekebisho makubwa kabisa yalifanyika mwaka 1996 wakati huo ndiyo kwanza simu za mkononi zilianza kuingia nchini. Kanuni



za LATRA za usafirishaji abiria za mwaka 2007 kwa mujibu wa kanuni ya 18(1)(i) ni marufuku kwa dereva kuendesha gari huku akitumia simu. Hali kadhalika, kanuni ya leseni ya usafiriishaji magari ya mizigo ya mwaka 2012 kwa mujibu wa kanuni ya 28(1)(h) dereva amekatazwa kutumia simu au kifaa kinachofanana na hicho wakati wa kuendesha gari. Hivyo basi, tunaona kuwa kwa mujibu wa kanuni hizi za usafirishaji ni kosa kuendesha gari huku dereva anatomia simu. Iwapo kanuni za zamani zitaendelea kutumika basi ni kosa kwa dereva wa gari la mizigo na yule wa gari la abiria kuendesha gari huku akizungumza katika simu. Kutokana na sababu hii sheria mpya ihakikishe inaingiza katazo



la madereva kutumia simu wakati wakiendesha magari ili kupunguza vifo vinavyotokana na ajali za barabarani yaani marufuku itakuwa ni kwa dereva kushika simu kwa madhumuni ya kupiga, kupokea au kuandika ujumbe mfupi wa maneno wakati anaendesha gari.

Sanjari na kukubali kufanyia marekebisho sheria ya usalama, pia tunawapongeza kwa kupunguza ajali barabarani. Waziri Lugola anasema “katika kipindi cha kuanzia mwezi Julai, 2018 hadi Machi, 2019 jumla ya matukio 2,593 yameripotiwa ikilinganishwa na matukio 4,180 yaliyoripotiwa kwa kipindi kama hicho mwaka 2017/18. Aidha, takwimu zinaonesha kuwa vifo vitokanavyo na ajali za barabarani vimepungua kwa asilimia 38.7. Kupungua kwa ajali na vifo kumetokana na usimamizi mzuri wa Sheria za Usalama Barabarani; ushirikiano na wadau, sambamba na kutoa elimu kwa jamii kuhusu kuzingatia Sheria” mwisho wa kumnukuu. Kupungua ajali pia hutokana na matumizi sahihi ya barabara, chombo cha moto kinachotumika kuwa katika hali ya ubora na miundo mbinu na mazingira sahihi ya barabara, hivi vyote hutegemeana katika kupata usalama barabarani.

Wastani wa ajali 18,930 kwa mwaka ambayo pia ni wastani wa ajali 52 kwa siku. Uchunguzi uliofanywa umebaini kwamba, wastani wa watu 10 hufariki dunia kila siku nchini Tanzania kutokana na ajali hizo huenda zinasababishwa na vipaumbele hivyo tulivyoorodhesha hapo juu. Taarifa kutoka Ofisi ya Taifa ya Takwimu pamoja na Jeshi la Polisi zinaeleza kwamba, mwaka 2013 ndio uliokuwa na ajali nyingi kutokana na kurekodi jumla ya ajali 24,480 ambapo kati ya hizo, ajali mbaya zilikuwa 3,545 ambazo zilisababisha vifo 4,091.

Kwa mujibu wa takwimu hizo makosa ya usalama barabarani yamekuwa yakiongezeka kwa kasi

kutoka makosa madogo 148,169 mwaka 2000 hadi kufikia makosa 1,381,705 mwaka 2015, likiwa ni ongezeko la mara tisa zaidi. Kuhusu ajali, nazo zimeonekana kupanda na kushuka kutoka 15,577 mwaka 2000 hadi 8,777 mwaka 2015 lakini ajali mbaya zilizosababisha vifo zimeongezeka kutoka 1,525 mwaka 2000 hadi 2,909 mwaka 2015. Aidha, idadi ya watu waliokufa kwenye ajali imeongezeka maradufu kutoka 1,812 mwaka 2000 hadi 3,574 huku idadi ya majeruhi ikipanda na kushuka kutoka 15,123 mwaka 2000 hadi 9,993 mwaka 2015., hata hivyo, taarifa kutoka ofisi za askari polisi idara ya trafiki zinaonyesha kuwa, mwaka 2014 vifo vilikuwa 3,760, majeruhi walikuwa 14,530 na ajali zilikuwa 14,360, mwaka 2015 vifo vilikuwa 3,468, majeruhi walikuwa 9,383 na ajali zilikuwa 8,337 na mwaka 2016 vifo vilikuwa 3,256, majeruhi walikuwa 8,958 na ajali zilikuwa 9,856. Pamoja na kupungua kwa idadi ya ajali, bado watu wengi wanapoteza maisha na wengine kupata ulemavu wa kudumu, idadi ambayo ni kubwa ukilinganisha na nchi zilizoendelea au zinazodhibiti ajali.

Idadi ya vifo vinavyosababishwa na ajali za gari ni vingi, vinafukuzana na vifo vinavyotokana na malaria ambao ni ugonjwa unaoangamiza zaidi watoto wa chini ya miaka mitano. Tangu mwaka 2000 hadi 2015, jumla ya makosa madogo ya usalama barabarani yaliyoripotiwa yalikuwa 4,761,760, hivyo basi kupitia marekebisho ya kanuni na sheria za usalama barabarani zinaweka kupungua zaidi au kutoweka kabisa.

Mwalimu George Cleopa Mapunjo
+255 717 314 100

(Tunapokea habari zihusuzo Ajali za Barabarani jinsi zinavyo athiri familia na Taifa, tuma kwa tamwa@tamwa.org).

Sababu ya Sheria ya Usalama Barabarani kurekebisha bungeni

Na Mashauri Marwa

Utaratibu wa kupata ridhaa ya serikali kuhusu Marekebisho ya Sheria ya Usalama Barabarani Sura ya 168 unaendelea. Muswada wa sheria hiyo utawasilishwa bungeni katika Mwaka 2019/ 2020."

Waziri wa Mambo ya Ndani ya Nchi, Kangi Lugola analiambia Bunge la Jamhuri ya Muungano wa Tanzania Aprili 24, 2019, wakati akiwasilisha Makadirio ya Mapato na Matumizi ya Fedha ya Wizara yake kwa Mwaka 2019/2020.

"Katika Mwaka 2019/2020," Lugola anasema: "Jeshi (Polisi) litaendelea kusimamia sheria na kanuni za usalama barabarani kwa kushirikiana na wadau mbalimbali."

Mintarafu hali ya usalama barabarani nchini kwa kipindi cha kuanzia Julai, 2018 hadi Machi 2019, anasema matukio 2,593 ya ajali yameripotiwa ikilinganishwa na matukio 4,180 yaliyoripotiwa kwa kipindi kama hicho mwaka 2017/ 2018. Vifo vitokanavyo na ajali za barabarani vimepungua kwa asilimia 38.7.

"Kupungua kwa ajali hizo kumetokana na usimamizi mzuri wa sheria za usalama barabarani, ushirikiano wa wadau, sambamba na kutoa elimu kwa jamii kuzingatia sheria," anasema.

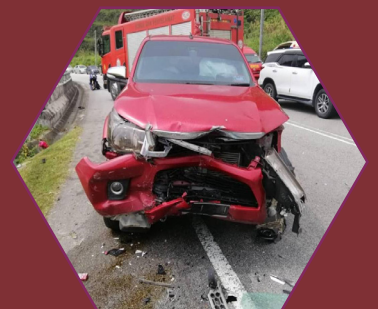
Kabla ya kwenda mbali, niweke bayana pongezi zangu kwa serikali kwa jumla na wadau mbalimbali wa mapambano dhidi ya ajali za barabarani kutokana na juhudi zao katika mchakato huu wa kuelekea kuifanya marekebisho Sheria ya Usalama Barabarani ya Mwaka 1973, hasa Sura ya 168 katika baadhi ya vipengele.

Hii ni kwa kuwa, sheria hiyo ina matundu mengi yanayosababisha Watanzania kupukutika kila kukicha kutokana na ajali za barabarani huku wengine wakipoteza mali, viungo vya miili yao na kupoteza uwezo kamili wa kufanya kazi za uzalishaji mali na ndiyo maana mchakato unafanywa ili irekebishwe kupitia chombo hicho chenye mamlaka ya kutunga na kurekebisha sheria.

UMUHIMU KUREKEBISHA SHERIA HII

Julai 2, mwaka jana wakati Rais John Magufuli anamwapisha ndugu Lugola kutumikia wadhifa wa Waziri wa Mambo ya Ndani ya Nchi badala ya Mwigulu Nchemba wakiwa Ikulu Dar es Salaam, alisema: "nimekupeleka pale ukafanye kazi. Na wewe bahati nzuri ni askari..."

Rais anasema: "ajali za barabarani zimekuwa nyingi huku zikileta vifo, nimechoka kutuma rambirambi. Unatuma rambirambi hii kabla haijaisha nyingine inakuja napo unatakiwa kuandika. It's too much (imezidi), hakuna hatua zinazochukuliwa za kuwapa adhabu hata watu walioko kwenye maeneo hayo... Ninaposema nimechoka, maana yake nimechoka."



Taarifa ya WHO ya mwaka 2015 inaonesha kuwa, asilimia 76 ya ajali zinasababishwa na makosa ya kibinadamu wakati asilimia 16 zinatokana na ubovu wa vyombo vya moto. Asilimia 8 ni kutokana na miundombinu mibovu.



Kwa mujibu wa takwimu za Kikosi cha Usalama Barabarani, mwaka 2013 vifo vitokanavyo na ajali za barabarani Tanzania vilikuwa 4002, mwaka 2014 vilikuwa 3760, mwaka 2015 vifo vilikuwa 3468 na mwaka 2016 vilikuwa vifo 3256.

Taarifa ya mwaka 2018 ya Shirika la Afya Duniani (WHO) inaonesha kuwa, takribani watu milioni 1.3 duniani hufariki kila mwaka kutokana na ajali za barabarani huku kati ya watu milioni 20 mpaka 50 wakipata ulemavu na wengi wao ni vijana.

WHO katika chapisho lake liitwalo: "Road Safety in the African Region 2015" la mwaka 2016 inasema kila siku, takribani vifo 650 hutoka katika barabara za Afrika. Linasema, licha ya Bara la Afrika kuwa na kiwango kidogo cha vyombo vya moto vya usafiri barabara (mfano magari) cha 46.6 (47) kwa kila watu 1000, Bara hili lina kiwango kikubwa cha vifo vya ajali barabarani cha watu 26.6 (27) kwa kila watu 100,000.

Kinyume chake, Bara la Ulaya lenye kiwango kikubwa cha magari cha 510.3 (511) kwa kila watu 1000, lina kiwango kidogo sana cha vifo vitokanavyo na ajali cha watu 9.3 (10) kwa kila watu 100,000.



Utafiti katika sehemu na nyakati tofauti unabainisha kuwa, sehemu kubwa ya vifo na madhara kutokana na ajali za barabarani hutoka katika nchi za Kusini mwa Jangwa la Sahara ikiwamo Tanzania.

Kutokana na madhara ya ajali hizi kwa jamii na taifa kwa jumla, Mtandao wa Wadau Kutoka Asasi za Kiraia Unaotetea Marekebisho ya Sheria na Sera Ihusuyo Usalama Barabarani Tanzania, umekuwa ukiendesha mafunzo mbalimbali kwa wanahabari ili waunganishe nguvu kutoa elimu kwa umma mintarafu namna ya kuepuka ajali hizo na madhara yake.

Mtandao unapendekeza maboresho ya Sheria hii kwa mtazamo wa visababishi vikuu vitano yaani mwendokasi, viziwi kwa watoto (child restraints), uvaaji wa kofia ngumu (helmeti), uvaaji wa mikanda kwa abiria na ulevi/ unywaji pombe kwa madereva wanaoendesha gari.

Taasisi wadau wa mtandao huo ni pamoja na TAMWA, Chama cha wanasheria Tanzania (TLS), Mabalazi wa Usalama Barabarani (RSA), Chama cha Wanasheria Wanawake Tanzania (TAWLA), Wakfu wa Vyombo vya Habari Tanzania (TMF), Shirikisho la Vyama vya Watu wenye Ulemavu Tanzania (Shivyawata), Kituo cha Msaada wa Kisheria kwa Wanawake (WLAC), TCRF, Amend Tanzania, Taboa na Safe Speed Foundation.



Waziri Lugola anasema mchakato wa kupata ridhaa ya serikali ili mambo hayo yafikishwe na kujadiliwa na Bunge katika Mwaka 2019/ 2020 unaendelea.

Kimsingi, marekebisho ya Sheria ya Usalama Barabarani Sura ya 168 ni suala muhimu sana kwani sheria iliyopo inaonekana imepitwa na wakati, 'imetoboka na ina matundu mengi.'



Umuhimu wa Kofia Ngumu kuwa ya viwango

Umebainika kuwa asilimia kubwa ya kofia ngumu (helmet) zinazotumiwa na watumiaji wa usafiri wa pikipiki hapa nchini zimeingizwa kiholela huku pia hazikidhi ubora unaotakiwa na viwango vya Shirika la Viwango Tanzania (TBS).

Utaratibu wa kuziingiza helmet nchini ni lazima kwanza zikishafika bandarini zikaguliwe na TBS ambapo inachukua kofia kadhaa kama sampuli na kwenda kuzipima kwenye maabara yake ili kubainisha kama zinaendana na ubora unaotakiwa ambao ni TZS 1478:2013.

Licha ya TBS kuwa kiwango hicho kinaelekeza malighafi za kutumika kwenye utengenezaji wa kofia hizo kwa kuzingatia ugumu wa gamba la kofia husika, uimara, ukubwa wa ndani wa kofia lakini zipo njia zisizo rasmi zinazotumiwa kuingiza kofia ngumu zisizokuwa na viwango.

Katika ufuatiliaji wa kina uliofanywa na TAMWA Konekt katika baadhi ya maeneo ya jiji la Dar es Salaam, umebaini uwepo wa kofia zisizo na viwango ambazo kimsingi ndio zimeingizwa kwa njia hizo zisizosahihi.

Kofia hizo zinawahi kupasuka pindi zikipata msukosuko ambapo kama ikirushwa kutoka juu inapasuka haraka kutokana na utengenezwaji wake kuwa usio wa viwango ili hali inayokidhi viwango inapaswa kudunda na sio kupasuka.

TBS wanena

Akizungumza na gazeti hili Mkaguzi wa Ubora wa Bidhaa wa TBS, Yona Afrika alibainisha uwepo wa changamoto katika kukabiliana na

uingizwaji wa helmet feki nchini huku akigusia bandari bubu zinavyoshiriki katika hujuma hizo. Alitaja moja kati ya changamoto hizo ni ubadilishwaji wa mara kwa mara wa njia zinazotumika kuziingiza nchini kofia hizo ambapo maofisa wa TBS wanaweza kukaa bandari au mpaka mmoja kwa muda mrefu wakisubiri ziingizwe lakini waingizaji huwasiliana na kubadilisha njia.

Alisema kuwa hali hiyo imepelekea kuingizwa kwa kofia ngumu nyingi nchini na kuuzwa huku zikihatarisha usalama wa waendeshaji wa pikipiki hizo pamoja na abiria wake.

Alisema kwa upande wa TBS imekuwa ikiongeza umakini katika kuzikagua zile zinazopitia njia zinazotambulika ambapo pindi zikiingia nchini huchukua sampuli kadhaa na kisha kuyafunga kwa alama maalum makontena yenye mzigo husika na kuyaruhusu kuondolewa kwenye bandari husika kuepuka gharama ambazo wanaweza kutozwa.

Alisema, TBS ndani ya siku tatu hutoa majibu kama helmet walizokamata zinaendana na viwango vyao huku akibainisha kuwa kwa mwaka wa fedha 2018/2019 TBS iliziteketeza helmet zaidi ya 2,000 baada ya kubaini kutokuwa na ubora.

Alisema kiwango cha ubora za TBS kwa kofia ngumu cha 1478:2013 kimewekwa wazi wa wadau wote wanaoagiza bidhaa hizo na kuwa kwa wale ambao wanaziingiza tu nchini bila ya kuzingatia ndio wanaokumbana na adhabu husika.



Alibainisha kuwa kati ya adhabu ni kuwaambia warejeshe helmet hizo mahala walipozitoe au wazitekeze na kuwa hadi sasa kampuni 11 za hapa nchini ndio zinaagiza kofia za kiwango hicho.

Alisema kuwa TBS imeingia makubaliano na kampuni nne za kimataifa kufanya ukaguzi wa bidhaa zake zikiwamo helmet ambazo ni SGS, CCIS, Bureau Veritas na Intertek ambazo zimesambaa duniani kote na kati ya majukumu yake ni kufuatilia viwanda vinavyotengeneza helmet za kuja hapa nchini.

Alisema: "Ni kweli ipo mianya ambayo hutumiwa kuingiza nchini kofia ngumu hizo, na TBS inaendelea kukabiliana na hali hiyo na ndio maana kuna kofia nyingi feki mitaani, kazi

inaendelea kukagua na kuendelea kutoa elimu kwa wauzaji kuepuka kuuza kofia hizo.

Lakini pia wamiliki wa bodaboda wanapaswa kununua zile za kiwango kikubwa ambapo njia rahisi za wao kuzijua helmet bora ni kulinganisha utofauti wa bei zile zenye viwango bora zinazuzwa Shilingi 30,000 huku hizi nyingine ni hadi Shilingi 10,000 unapata".

Wasemavyo wadau wa helmet

Afisa Mtendaji Mkuu wa Taasisi ya Helmet Vaccine Initiative Tanzania, Alpherio Nchimbi anaishauri TBS kukagua na kuteketeza kofia ngumu feki zilizopo mitaani kama inavyofanya kwa bidhaa feki nyingine.

Anasema, kwa kuwa imethibitika kuwepo kwa kofia feki zisizokidhi viwango, kuna ulazima wa kuziteketeza huku akishangaa kutoona alama ya TBS katika helmet, alama inayodhihirisha kuwa ukaguzi wa ubora wa helmet hizo umefanyika.

Alisema "hata kwa zile ambazo zimeshakaguliwa ni vema basi kukawepo na alama ili mwananchi ajue kuwa helmet husika imekaguliwa, lakini pia ninashauri wawekezaji zaidi kujitokeza Taasisi yangu ipo tayari kushirikiana kiushauri na mwekezaji yoyote na pia uwekezaji wa bidhaa hiyo hapa nchini una fursa kubwa ya kibiashara".



Umuhimu wa kofia ngumu kwa matumizi ya chombo cha moto



Na Evance Ng'ingo

Kiama cha watumiaji wa usafiri wa pikipiki wasiozingatia kanuni za matumizi ya kofia ngumu(helmet) kimekaribia kwa kuwa muswada wa mabadiliko ya sheria ya Usalama Barabarani ya 1973 unatarajiwa kutinga bungeni septemba hii.

Usafiri wa bodaboda ni moja kati ya njia za usafiri zinazotumiwa zaidi katika mazingira ya mijini na vijijini, lakini unakabiliwa na changamoto ya uhakika wa usalama wake hali iliyosababisha wadau wa usalama barabarani kusisitiza matumizi sahihi ya kofia ngumu ili kuwakinga watumiaji kupatwa na majeraha pindi ajali ikitokea.

TAMWA Konnect limefanya ufuatiliaji kwenye mwongozo wa Sheria ya Usalama Barabarani na kubaini mapungufu kwenye sheria hiyo ya mwaka 1973. Katika kifungu cha 39(12) cha Sheria ya Usalama Barabarani, 1973 kimentaja dereva wa pikipiki kuwa ndiye anayepaswa kuvaa *helmet* lakini abiria hajatajwa kama na yeye anapaswa kuvaa *helmet*.

Hayo ni kati ya mapungufu kwenye sheria hiyo ya 1973 katika kuhakikisha usalama kwa abiria unakuwepo, hivyo wadau wa usalama barabarani kwa muda mrefu wameanzisha mchakato huo wa mabadiliko ya sheria kwa kupendekeza sheria kadhaa mpya na nyingine kufanyiwa marekebisho ambapo ya matumizi ya *helmet* ni kati ya zinazotajwa kupendekeza kufanyiwa marekebisho.

Mwanasheria wa Kikosi cha Usalama barabarani, ASP Deus Sokoni ameliambia gazeti hili kuwa hadi sasa mchakato wa mabadiliko ya sheria hayo umefikia mahala pazuri na kuna kila dalili kuwa Septemba mswada utajadiliwa bungeni.

Congratulations to Ministry of Home Affairs on Road Safety Amendments Process



Group photo on 28th June, 2019 at the TAMWA Conference Hall during the training on how to report Road Safety news for the tradition media journalists whereby the Acting Director for Information Rodney Mbuya (With Black Suit) at the middle from the Ministry of Information, Youth, Culture and Sports officiated the training. The training funded by the Global Road Safety Partnership under the Bloomberg Philanthropies Fund.

The Government that works on progressive ways always listens to what citizens wants and work on it on time. That means so many noises at the community on the amendment of Road Traffic Act (RTA) of 1973, that have been done by the different stakeholders requires cases related to road crashes to be historical issues in Tanzania.

According to the Minister for Home Affairs (MOHA) Hon. Kangi Lugola (MP), on his Speech Budget Presentation at the 2019 session at the National Parliament; he was quoted "Honorable National Assembly Speaker, on the year 2019/2020, Police will continue to work on supervising security at the country including road safety in collaboration with other stakeholders. At the same time, all plans to fulfill proposals to amend the RTA section/chapter 168 shall be done and the manuscript shall be presented at the Parliament by this 2019/20" ...end of the quotation.

Helmet Uses

It was known that about 80% of the helmets that are in the market and used by most of Motorcycle drivers entered at the market areas unlawful and they are not meeting the actual and proper standard that is required by the Tanzania Bureau of Standard (TBS).

Alisema kuwa kipengele cha matumizi ya *helmet* kwenye sheria hiyo ni kati ya maeneo yenye mapungufu ambayo yamesahauliwa kufanyiwa mabadiliko kwa kuwa kwa sasa sheria hiyo ya 1973 haiendani kabisa na uhitaji wa sasa wa usafiri huo.

Alisema kwa sasa usafiri huo unatumiwa kama moja kati ya njia kuu za usafiri hapa nchini na umekuwa ukitumiwa na watu wa mijini na vijijini na hivyo matumizi ya *helmet* kwa abiria ni lazima na kuwa wameshauri adhabu kali kwa watu watakaokamatwa hawajavaa kofia hizo.

Alisema, mapendekezo ya wadau ni kuwa sheria ielekeze kuwa abira naye anapaswa kuvalia kofia ngumu wakati wote atumiapo usafiri huo kama ilivyo kwa dereva na pia wamependekeza adhabu kali kwa watakaokamatwa kutovaa kofia hizo.

Alisema, "wadau wa usalama barabarani hatulali tunataka kuhakikisha kuwa sheria hiyo ya mwaka 1973 inafanyiwa marekebisha ambapo sio tu katika matumizi ya *helmet* ila kuna mambo mengine kadhaa kama vile, matumizi ya mikanda, kiwango cha kilevi kwa dereva, matumizi ya viti maalum vya kubebea watoto wadogo kwenye usafiri na mengineo mengi"

Kwa kuwa habari hii limejikita zaidi katika kufuatilia matumizi ya helmet, limefanya ufuatiliaji kubainisha waendesha pikipiki na abira wanaokamatwa kwa kutovaa *helmet* na kutozwa faini ya Shilingi 30,000 wanabanwa na sheria gani ambapo limebainisha kuwa ni Kanuni ya Mamlaka ya Udhhibiti wa Usafiri wa Ardhi (LATRA) ndio inayotoa mwongozo huo.

Gazeti limebainisha kuwa hata hivyo kanuni hiyo zimewabana wanaotumia pikipiki kibiashara ndio dereva wake na abiria wanabanwa kuvaa helmet, lakini wanaotumia usafiri huo kwa matumizi binafsi kanuni hiyo haiwabani.

Mwandishi wetu alizungumza na Mwanasheria John Mwakibete ambaye anaeleza kuwa kuna umuhimu zaidi wa matumizi ya sheria katika kutoa mwongozo wa matumizi ya helmet ikilinganishwa na mwongozo huo kutolewa kwenye kanuni.

Aligusia kuwa licha ya kuwa serikali chini ya Wizara ya Mambo ya Ndani (Ministry of Home Affairs-MoHA), kwa kushirikiana na wadau wa sekta husika inaweza kutunga na kuidhinisha kanuni kutumika katika kukidhi matakwa ya suala husika lakini suala hilo likitungiwa sheria linaweza kuwa na uzito stahiki.

Alifafanua kuwa kama iwapo mwendesha boda boda au abiria akikamatwa na kuamrisha kulipa faini ilivyoelekezwa na kanuni iwapo akikataa au kushindwa kulipa na kupelekwa mahakamani, mahakama inaweza kuangalia sheria mama inaelekeza nini na iwapo ikikuta hakuna kipengele cha kumbana abiria kama ilivyo hiyo ya 1973 abiria huyo anaweza kuachiwa huru hasa kama kanuni ikiwa haitoi mwongozo wa adhabu kwa kosa husika.

Alisema, "kuna haja ya sheria kusema wazi kuhusiana na hilo na sio tu kanuni peke yake licha ya kuwa kanuni inatoa mwongozo ambao unaweza kukubalika na kutumiwa kama sheria kabisa mahakamani katika kubana baadhi ya vitu ila pia inakuwa na nguvu zaidi kama sheria yenyewe mama ikiweka wazi kuhusiana na suala hilo".

TBS clarified these, according to their system, they are required to make the spot checking on the all products that arrive by ships or airplanes, this including helmets products, and all products that comes from outside the country must be tested its efficiency as per international measurement standards which is known (TZS 1478:2013).

TBS also clarified that; proper helmet has to be made by proper materials that can support the best standards and durability of the required helmet. Substandard helmets have been circulated by black markets. Therefore, the required strong law that can mention the standard of helmet is really required to prevent our people from the bad head on collision that happened to the people and mostly the young ones.



Traffic Police explain to a Motorcycle driver the importance of helmet to his safety, this picture taken recently at the city of Dar es Salaam.

Reasons for Road Safety Law amendment stated at the Parliament.

"A process to get an official approval for the Road Traffic Act of 1973 amendment on the Chapter 168 is still going on. And the amendment shall be submitted at the parliament within this year 2019/20.

The Home Affairs Minister, Kangi Lugola (MP), briefed the Members of Parliament at the Parliament session on April 24th, 2019 as he was presented the income and expenditure Budget of his Ministry for the year 2019/20. He also agreed to work seriously to make sure that, Tanzanian Police will work properly on Road Safety issues in collaboration with other stakeholders.



President of the Union Republic of Tanzania Honorable John Pombe Magufuli, in a group photo with Traffic Police of Tanzania recently.

A milestone achievement in road safety journey

By Crispin Gerald

“We can prevent millions of road traffic fatalities and injuries through stronger laws, more effective enforcement and better infrastructure,” said Michael R. Bloomberg founder of Bloomberg Philanthropies Initiative for Global Road Safety.

The statement reflects the fact that, road crashes that according to World Health Organization (WHO) Global status report on road safety 2018 said to have contribute to 1.35 million traffic deaths, but it can be preventable and eliminated.

The report stated that road traffic injuries is the 8th leading cause of death (silent killer), for all age groups, up from the 9th leading cause of death 10.

Tanzania government in collaboration with the international organizations has in recent years embarked on several interventions, seeking to see road crashes are brought to an end, basing on the magnitude of impacts caused by road crashes where millions of people lost life.

Tabling the budget estimates for the ministry of home affairs on 25th April this year in the Parliament, The Minister for Home Affairs Kangi Lugola (MP) said that there has being a decrease in number of road crashes in recent years as a result of several interventions taken by the Traffic Police of Tanzania to control it.

He said the record shows that from July 2018 to March 2019 total of 2,593 incidences of road crashes were reported, as compared total number of reported incidences reaching to 4,180 that occurred during the same period in the year 2017/18.

The Minister added that, data shows deaths caused by road crashes has also drop by 38.7 percent, being a result of the initiatives taken to strengthen enforcement and compliance of road safety laws by collaborating with various stakeholders to provide education to road users.

Hon. Lugola pledges that in the coming fiscal year 2019/20, the traffic police will base on enforcing road safety laws and regulations, note that process are in the pipeline to get government approval for amending the Road Traffic Act of 1973. He also said the bill for amending the law will be presented in the Parliament in the coming fiscal year 2019/20.

According to Traffic Police Commander Fortunatus Muslim the state of road safety in the country has improved in the recent years due to several interventions embarked by Traffic Police including; enforcing law by punishing reckless drivers, installation of a digital device to track the speed of a vehicle popular knowing as Vehicle Tracking System (VTS) as well as involvement of citizen and stakeholders in the entire chain.

He said the Traffic Police has been cooperating with international organizations that are advocating for road safety including the World Health Organization (WHO) and the Bloomberg Initiative for Global Road Safety (BIGRS).

The Commander cited data from (WHO-2015) which shows that 1.24million people in the world loose life, while 20-50 million people are injured every year.

He explained that, in Tanzania, the Traffic Police has succeed to reduce number of road crashes in the recent years, whereby the available data shows that in 2017 there were 5574 road crashes, while in 2018 there were 3746 crashes.

"However, from January to March this year, the number of road crashes were 776, contrary to last year (2018) were from January to March the number of road crashes were high up to 1183 making a difference of 407 crashes equivalent to 35 percent," he said.

"While, number of reported deaths from January to March this year were 335, the record of death in the same period last year were 555, a reduction of 220 equivalent to 40 percent," he explained.

Muslim said, for injuries, from January to March 2019, there were 735 injured people, while in the same period last year there were 1133 injuries making a difference of 398 equivalents to 36percent.

"The trend for reduction of road crashes is going well and we are now at 35 percent, I hope up to July this year, we will be in a position to reduce up to 50 percent", said muslim.

Enforcement and compliance of law has improve to most drivers, who have been adhering to zebra crossing, a 50 speed limits per hour and other road rules as a result of intensive measures taken by Traffic Police to sharpen the behavior of drivers.

The Traffic Police has also managed to control number of traffic offences whereby in 2017 there were 2,497,393 offences, in 2018 there were 2,694,237 offences indicating an increase of identifying traffic offences by 8percent.

The initiatives taken by the government, and other stakeholders to control road crashes directly support the UN Decade of Action for road safety 2011-2020 proclaimed



ASP Deus Sokoni from Traffic Police Head Quarter presented the process of amendment for the Road Traffic Act of 1973 to the Tanzania Road Safety Grantees Workshop on 25th July, 2019 at TAMWA Conference Hall.

by the UN General Assembly that seeks to save millions of lives by building road safety management capacity, developing the safety of vehicles, enhancing the behavior of road users and improving post-crash response.

According to the WHO manual on speed, the speed at which a vehicle travels directly influences the risk of a crash as well as the severity of injuries and the likelihood of death resulting from the crash. Effective speed management is as such central to most road safety interventions strategies.

The report suggests that, setting national speed limits is an important step in reducing speed. But also the local authorities should have the legislative power to reduce speed limits further, allowing them to take into account local circumstances such as the presence of schools or high concentrations of vulnerable road users.

Enacting and enforcing legislation on key behavioral risk factors including speed, drink-driving and failing to use motorcycle helmets, seat-belts and child restraints are critical components of an integrated strategy to prevent road traffic deaths.

Currently, 123 countries, representing nearly six billion people, have laws that meet best practice for at least one of the five key behavioral risk factors.

Since 2014, 22 additional countries have amended their laws on one or more key risk factors to bring them in line with best practice, covering a potential additional one billion people or 14percent of the world's population

Chairman of the National Council for Road Safety Hon. Hamadi Masauni said the council ought to embark on research to investigate key cause of road crashes and to come up with workable mechanism that will help to reduce road crashes and will be presented to the government.

“We will supervise and strengthen efforts in areas where crashes often happen especially in Mbeya region and to develop possible mechanism to eliminate the incidence,” he explained.

For her part special seat Member of Parliament Hon. Fatuma Tawfiq said despite data showing incidence of road crashes have dropped, there is a need for more efforts to make sure that fatal accidents are reduced at a minimum level.

She added that, it is very astonish that we don't make car but we are having large number of road crashes compared to countries that makes cars which has small number of road crashes.

“We need to increase the level of enforcing road safety laws to road users who needs to understand the extent of road crashes and the importance of adhering to law in order to strengthen road safety,” she said.

Hon. Tawfiq one among the members of the global network for road safety legislators, proposes that there is a need to first revisit the road safety Act of 1973 and asses it because it contains a lot of gaps that retards the initiatives to reduce and ultimately end incidence of road crashes, then from there we can asses where are.

“Not only until we lost hundreds or thousands of people, and then we



Ms. Miranda Hysell listens attentively to the report given by the Tanzania GRSP grantees at the July training held at TAMWA conference hall.

start blaming each other, we need to act on every soul which is lost in road crash, because we might have lost the future leader, a president, minister or the MP who could deliver his or her positive contribution to the country," she explained.

The MP said awareness on road safety is not enough; there is a need for an intensive mass education for road safety that will cater all categories of people in the society.

"Parents, guardian and relatives are the key group that needs to be educated about the effects of using a motorcycle as means of transporting students to school. But also, education should be provided to parents who loosely let their child sit in front of the car while driving," she emphasized.

"Nevertheless, education on road safety should also provide to motorcycle drivers who have been rough in the road while facing a fatal accidents," she insisted.

Ms. Tawfiq also proposes the government and responsible authority to look upon roads systems because they contribute to road crashes.

In his part member of the national road safety council (NRSC) Mr. Henry Bantu said decrease in number of road crashes has been contributed by efforts of the council that worked strongly to make sure road crashes are reduced and eliminated.

He added that the strategy of the council set out up to June this year is to make sure efforts are made to reduce and subsequently eliminate road crashes in the country.

"But also the involvement of several stakeholders in the road safety to continue campaigning for mass education to the general public to help road users including drivers to understand the importance of road safety," he said.

He added that drivers are supposed to pursue refresher courses frequently in order to nourish and to be competent in the road.

Bantu emphasized that Traffic Police should strengthen vehicle inspection exercise in their areas to identify old vehicles that pose risk of causing accidents.

"Road crashes has got a severe impact to the nation and it is not necessary that we keep quiet and witness the life of people being lost, we need to increase efforts and interventions to make sure we eliminate the problem", said Mr. Bantu.

The United Nations General Assembly adopted a series of Sustainable Development Goals (SDGs) as part of the 2030 Agenda for sustainable development goals (SDGs). The SDG number three demands by 2020 to halve the number of global deaths and injuries from road traffic crashes.

While SDG number 11 states that by 2030, to provide access to safe, affordable, accessible and sustainable transport for all. Improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.



A group photo taken at Dodoma on 29th May, 2019 during the 1st training for the year 2019 on how to report Road Safety news for the Traditional Media Journalists from Singida, Mwanza, Arusha, Kilimanjaro, Morogoro, Tabora and Dodoma. Honourable MP Fatma Towfiq (Sitting at the middle) officiate the training. The training funded by the Global Road Safety Partnership under the Bloomberg Philanthropies Fund.



GLOBAL
ROAD SAFETY
PARTNERSHIP

ROAD SAFETY ACTIVITY PROJECT

APRIL TO JUNE, 2019

1.0 INTRODUCTION:

The project aims at building public awareness on Road Safety and Crises in Tanzania. The report is prepared for Road Safety Project Quarter Report (April-June, 2019). Various activities conducted during the course of project implementation.

2.0 PROJECT UPDATES

2.1 Talk shows

From April to June 2019, the project team facilitated Radio Talk Shows whereby in this reporting period, five (5) Radio/TV Talk Shows were done. Those talk shows were meant to inform society on why Road Safety Team i.e. TAMWA and other stake holders campaigning for Road Safety Act of 1973 amendment specific on Five (5) Risk Behavioral Factors that are wearing of Helmet, Seat belts, Drinking and Driving, Child Restraints and Speeding.

2.2 Reports sharing

At the same time, project team shared Media and Digital Reports for the months of April, May and June 2019. TAMWA also shared to the Global Road Safety Partners (GRSP) and Global Health Advocacy Incubator (GHA) monthly update and plan for a month ahead for each activity.

2.3 Meetings

On March, 2019 three staff from TAMWA attended the meeting held from 23rd-25th March, 2019. The meeting was organized by the GRSP and took place at Court Yard Hotel at Oysterbay. For the same month TAMWA and WHO conducted the meeting on Strategic issues related to RS. Another meeting held on 23rd -24th May, 2019 which was also concerning with joint strategies on the Road Safety Campaign.

2.4 Advocacy session

On 25th May, 2019 TAMWA in collaboration with other Coalition members managed to have a session with 12 Members of Parliament with main task being tagging them with Digital media and also linking them with RS Trainees Journalists. It was a half day meeting prepared by a Network called Tanzania Network against Alcohol Abuse (TAA-net), TAA-net vision looked at the availability of a National Alcohol Policy in Tanzania. All in all, Alcohol is one of the major risk behavioral factors at the Road Safety campaign.

2.5 3A courtesy call

On 27th May, TAMWA's delegation had a courtesy call at the Ministry of Information, Culture, Youth and Sports. The delegation had a meeting with the Acting Director of Information Rodney Thadeus Mbuya, and basically TAMWA explained to the Ministry about the Road Safety Project in relation to media activities.

2.6 Training

2.5.1 Traditional Media

TAMWA in its RS Project, also conducted a two days training to the Journalists from the traditional media. The training is a Continuous Professional Development (CPD) programme for Journalists from various media houses in Tanzania. In the first phase of training, 15 journalists participated (8 female and 7 male) from Tabora, Mwanza, Mbeya, Arusha, Kilimanjaro, Morogoro and Dodoma Regions.

On 28/29 June, 2019 another batch of 11 Reporters from the traditional media participated in the training that held at TAMWA Conference Hall – Dar es Salaam. Trainees were invited from Dar es Salaam, Mtwara, Lindi, Iringa and Ruvuma. The training also received 15 participants (7 female and 4 male).

Dodoma training officiated by the Dodoma Special Seat MP Fatma Tawfiq while Dar es Salaam training officiated by the Acting Director of Information Mr. Rodney Mbuya.

All the training content based on the following areas:

- ✓ How to report Road Safety (RS) news in best manner to the community and the decision makers;
- ✓ Road safety generally and the role of the media;
- ✓ Status of the Road Safety Act of 1973 (RTA);
- ✓ What is the status of RS Globally;
- ✓ What is the status in Tanzania

2.5.1 Digital Media

On 28th May, 2019 a one day Digital Media Training conducted at Dodoma, whereby six (6) Digital influencers participated (2 female and 4 male). Another batch of Digital Media Influencer took part on 6th July, 2019 whereby a total of 11 Digital Media Influencers participated for a one day training (6 female and 5 male). Both training discussed on the best way of disseminating powerful messages that can push our Decision Makers to work on the identified amendments areas at the RTA of 1973.

3.0 ACTIVITIES OUTCOME

As a result of training to journalists and digital media influencers each participant will publish/ aired two or more stories based on their ideas presented during sessions. As a way forward, the Project Coordinator will do follow up of the ideas that were presented by participants.

Tanzania Road Safety Strategy Meeting Report

23-24 July, 2019

On July 23rd & 24th, 2019 a Tanzania Strategic Workshop was held at TAMWA House in Dar es Salaam, Tanzania. The workshop was organized by Global Health Advocacy Incubator (GHA) and Global Road Safety Partnership (GRSP) in close coordination with TAMWA and TAWLA as part of the Road Safety Project in Tanzania. The workshop was attended by all Tanzania Grantees (TAMWA, SIKIKA, TAWLA, TMF, TLS, MYCN, RSA and SHIVYAWATA). It aimed at discussing strategic and targeted way forward between July and September 2019 in preparation of the September parliamentary session-given the current status of amendment process.

Day One:

Policy Update: Ministry of Home Affairs (MoHA) -Traffic Department (Legal officer) informed the group that the proposed amendment matrix is still at the IMTC (which is composed of all Permanent secretaries (PS) of all ministries) and 9 issues were raised. 3 issues on NRSC, fines and registration and directions on how to address these were already given. The remaining 6 issues including the 5 risk factors needed further explanations:

- **Safety Belt and Child restraint:** Majority supported this issue however, the issue of child restraint raised a number of questions. PS's asked if the age for child restraints can be reduced from 12 to 5 years. Other issues include: child restraints in public transport, who is responsible and whether it should be a requirement in public transport?

Suggestions: get experience from Philippines on how this was handled.

- **Helmet wear:** PS's supported that all passengers should wear helmet.
- **Alcohol content:** PS's supported the suggested 0.05 BAC. Given the current change in drivers licence life time from 3 to 5 years, the issue of Novice driver raised a number of concerns, including the need for one to go for driving school for one year instead of three months.
- **Speeding:** 30km/hr in special areas was supported.
- **Children on Motorcycle:** the proposed amendment states 9 years as the minimum age limit for child passenger. PS's suggested to lower it to 5 years given the local context for children in rural areas where motorcycle is the only means of transport.

MoHA was directed by the IMTC to prepare a presentation on the above areas and present them in early August 2019. Grantees to work with MoHA to prepare the presentation. Grantees to request for budget reallocation from GRSP to cover the costs for these meetings.

Key timelines:

- Parliamentary committees meetings start on 15th August 2019 (2 weeks before the parliament session)
- Parliament session commence on 3rd September 2019

- The cabinet needs a minimum of 21 days (before 3rd September) therefore amendment matrix has to be ready by 13th August 2019 and MoHA's meeting with IMTC has to take place before 13th August.

Grantees updates:

- ✓ **RSA:** provided updates on parliament session dates, their engagement with government officials such as Minister for Natural Resources and Tourism, Minister of Vice President office, Environment and Union Matters, Environment and plans to engage other seven members of the cabinet Secretariat and the Deputy speaker. The Attorney General - AG promised to assist in fine-tuning the draft Bill. RSA emphasized the need to meet with Deputy Speaker and chairperson of parliamentary legal committee-Hon Mchengerwa as a coalition. Further, RSA plans to meet with the MoHA leadership: the minister and his deputy, the DPP and DLS. They reiterated the need to meet with the Permanent Secretaries of relevant ministries as underscored during the recent coalition meeting.
- ✓ **SHIVYAWATA:** explained the use of spokespersons for sensitization on economic and psychological impacts of road crashes, advocacy on road safety issues especially the RTA amendment, lobbying the policy makers whereby the spokespersons give testimonies and plans to look at key messages from SIKIKA study and share them with spokespersons for advocacy.
- ✓ **TAMWA:** plans to sensitize journalists and editors on investigative journalism for improvement of quality reporting, launch online newsletter for road safety news, conduct a digital media session with digital influencers: develop short clips with road safety stakeholders (CEOs and MPs), develop info graphic messages for RTA amendment, and conduct a feedback session with influencers. The key role of influencers is to compose key messages for RTA amendment.
- ✓ **TLS:** plans to arrange a meeting for Executive Directors to meet with Permanent Secretaries as well as with MoCLA parliamentary committee.
- ✓ **SIKIKA:** informed that the second version of the study has been shared with coalition members and the presentation on objectives and methodology was made and they are now waiting for the ethical clearance.
- ✓ **TMF:** stated that the winner of the journalism awards will talk to young journalists engaged in other programs on road safety and each of the 15 media fellows will produce articles/media content on road safety.
- ✓ **MYCN:** plans to attend coalition meetings, conduct a car seat feasibility study, hold a meeting with representatives of MoHCDGEC, MoHA and the Parliamentary Committee responsible for Children, hold press conferences and conduct media campaign: radio, TV and social media and also engage the Junior Council of the United Republic of Tanzania (JCURT).

Day Two:

The morning session focused on the presentation of SIKIKA Cost Benefit Analysis study by the consultant-Prof. Semboja. Grantees felt that the study needs to be enriched to answer the key question of costs incurred as a result of road crashes. It didn't capture the issues of (disaggregated) data which is needed to back up the advocacy efforts, for instance on questions related to five key risk factors, the study is silent on the extent to which people are injured as a result of not wearing helmets, how many people died, for those who only suffered injuries, what were the costs incurred etc. It was agreed that, grantees should share their specific comments with SIKIKA so that SIKIKA can share them with the consultant.

Participants were then divided into two groups to discuss the media advocacy and policy advocacy strategies:

Policy advocacy:

- Agreed targets were MoHA, ED, WTC, trade and Industry, Health, MoCLA and Tourism and the permanent secretaries of MoHA and Education (RSA and TAWLA); Chief Secretary and Cabinet, Vice President, AG (TLS), Deputy AG and Speaker (RSA), Deputy speaker (TAWLA), PSC of CLA, chair of PSCLA and Deputy chair of PSCLA (TLS during the parliament session)
- Identify new MPs/Committees for engagement and coordinate with MP champions to ask questions during the session or engage in media activities.

Media advocacy:

The group was tasked to come up with a media strategy on both traditional and non-traditional media related activities that aimed at targeting policy/decision makers between now and September parliamentary session. (Please see below July-September 2019 Media strategy).

July - September 2019 Coalition Media Work plan

Strategy 1: Targeted media advocacy at policy-makers and the general public					
1	Media monitoring	Public	July/Aug/Sept	TAWLA	All grantees
2	Free radio slots	Public	July/Aug/Sept	TAWLA/RSA/ MYCN/TAMWA	SHIVYAWATA (Spokesperson) /RSA Ambassadors/ Young reporters /CEOs
3	Free TV talk-shows (Mlimani TV/Star TV)	Public	July/Aug/Sept	RSA	RSA Ambassadors/All grantees
4	Digital advocacy through social media platforms	Public	July/Aug/Sept	TAWLA/TAMWA/ SIKIKI/RSA/MCYN	All grantees
	Clips with RS stakeholders			TAMWA	TAMWA to include MPs
5	Develop and share social media messages	Public	July/Aug/Sept	TLS/SIKIKI	All grantees
6	Community radio programs in Dodoma	Public	July/Aug/Sept	SHIVYAWATA	All grantees
7	Produce a documentary with spokes persons	Public	July/Aug/Sept	SHIVYAWATA	All grantees
8	One live TV session (with kipimajoto/ malumbano ya hoja)	Public	July/Aug/Sept	SHIVYAWATA	TLS (CEOs forum)

9	Press conference on findings of the CBA study	Public	July/Aug/Sept	SIKIKI/TAMWA	All grantees
10	Press conference to launch road safety project	Public	July/Aug/Sept	MYCN	All grantees
11	Develop feature articles	Public	July/Aug/Sept	TAMWA	MPs/CEOs/PS
12	Feedback session with trained digital influencers	Public	July/Aug/Sept	TAMWA/TAWLA	Influencers/All grantees
13	Online news letter (TAMWA Konekt)	Public	July/Aug/Sept	TAMWA	All grantees
14	Online twitter live session with #ElimikaWikiendi	Public	July/Aug/Sept	TAMWA/TAWLA	All grantees
15	Develop TAMWA website Sub domain on traffic crash.	Public	July/Aug/Sept	TAMWA	All grantees
16	Identify other media advocacy activities	Public	July/Aug/Sept	All grantees	All grantees
17	Coffee chat at Dodoma	Public/ MPs/ Media stakeholders	July/Aug/Sept	TMF/TAMWA	All partners
18	Reflection session with the RTS Alumni	ALUMNI IN MEDIA SECTOR	July/Aug/Sept	TMF	RSA/AMEND + All other partners
19	Editors engagement	Editors on media sectors	July/Aug/Sept	TMF	All partners

NB: Recommendations from the plenary to change the target group.

Follow up items:

1. SIKIKA to convene a small group to prepare key issues from the CBA report for consultant to update the report
2. TAWLA to finalize Policy and Media strategy.
3. TAWLA to call for a grantees meeting to discuss and prepare provisions for the NRSC whilst borrowing leaf from Namibia and other countries.



Tanzania Media Women's Association (TAMWA)

P. O. Box 8981, Sinza - Mori, Dar es Salaam, Tanzania, Tel: 255 22 2772681, Fax: 255 22 2772681, E-mail: tamwa@tamwa.org.

Zanzibar Office: P. O. Box 741, Mombasa, Zanzibar, E-mail: tamwazanzibar@tamwa.org
Website: www.tamwa.org